

PLANS FOR A FINER CITY...

PUBLISHED IN 1951

DETROIT'S 250TH ANNIVERSARY

PUBLIC SERVICE FACILITIES

STATUS — All public service facility plans have been prepared by the operating departments in consultation with the City Plan Commission.

Departmental facility plans were approved by the Mayor and the Common Council on July 16, 1946. A revised plan for the Fire Department was approved on February 25, 1947. Locations of various departmental buildings have been reviewed by the City Plan Commission from time to time as locations of new facilities were to be more precisely determined, or changing conditions required reconsideration of facility locations.

PUBLIC LIBRARIES *Public Service Facilities*

FUNCTIONS OF THE DEPARTMENT AND FACILITIES REQUIRED

The Detroit Public Library maintains library service ranging from a city wide distribution system for general reading to specialized reference and research facilities.

Research and reference services are provided in the extensive collections maintained in the Main Library and in several special purpose libraries located to serve particular needs.

General circulation material is distributed through a system of regional and neighborhood branches conveniently accessible to all neighborhoods in the city.

FACTORS GOVERNING THE LOCATION OF LIBRARIES

The *Main Library* maintains a comprehensive collection of materials in subject fields which are intended to serve the entire city.

The *Main Library* contains the specialized reference and research departments with one-of-a-kind materials and specialized personnel. It has the administrative offices and operates as a selection, processing, and distribution center for books, material, equipment and personnel for the entire public library system.

The *Main Library* is located with Wayne University, the Art Institute and the Historical Museum in the developing Cultural Center, and is included as a part of the Cultural Center Plan.

The *branch libraries* offer a popular educational and reading service with limited reference facilities, within easy reach of residential neighborhoods. Through daily loan service from regional and main libraries, the neighborhood branches make the facilities of the whole system available to their patrons.

Branch libraries are among those decentralized public services which serve people near the neighborhoods in which they live. For the convenience of the people using these facilities, the Master Plan has attempted to incorporate them in community public centers or to place them near shopping centers or locations which attract people in large numbers.

Experience with Detroit branches indicates that they serve most effectively the people living within a radius from $\frac{3}{4}$ to $1\frac{1}{2}$ miles of a branch library. In relation to Detroit's Master Plan, this area generally embraces four neighborhoods. This is approximately the same service radius as a major shopping center or an intermediate school.

The *regional branch libraries* are circulating and reference centers

comparable to main libraries for cities of 100,000 population. For the adjacent neighborhood the regional library serves as a neighborhood branch, and for a large section of the city as a reference and circulation center.

The *regional library* is similar to branches in its general requirement. It should have an ample site, including a parking lot, located near the intersection of major thoroughfares, preferably in or near a major shopping center. In these respects the regional library has the same locational requirements as other community facilities grouped in community civic centers, and is suitable to be grouped with these other buildings.

CORRELATION WITH OTHER ASPECTS OF THE MASTER PLAN

Six existing libraries: Redford, Utley, Benjamin Franklin, Elizabeth Knapp, Thomas Edison and Scripps are in or near sites now partially developed as community civic centers. Five sites for future libraries have been selected at locations designated as community centers: Northwestern regional at Grand River-Greenfield, Dexter-Collingwood, Mack-McClellan, Grand River-Plymouth, McGraw-Livernois.

Other sites have been selected near shopping centers or other locations strategic for the neighborhood which they serve.

EXPLANATION OF THE MAP

The map on the opposite page shows existing library facilities as well as those which are proposed to complete a well rounded system. This plan is subject to change if future conditions make such changes desirable.

The map does not show the Bela Hubbard branch recently established in leased quarters at Schaefer and McNichols. The permanency of this location will be determined through operating experience.

The proposed library system when all changes are accomplished is shown in purple. Existing sites are distinguished by a dark purple circle while proposed sites are shown by light purple circles.

Sites shown in black outline circles are existing facilities in inconvenient locations or uneconomical structures which may be ultimately replaced. Many of these libraries are sound structures which will continue in service for a number of years. New libraries in these areas will not be built until it becomes economically sound to abandon these existing buildings.

THE PLAN

To be Retained

2-2 Main Library and administrative offices	Woodward and Putman Gratiot and Library
1-3 Downtown Library	
2-1 Scripps Children's Room (to become regular branch)	Trumbull at Grand River Oakman near Linwood
3-2 Parkman regional	Woodward at Alger
4-1 Utley branch	Gratiot at Burns
6-2 Mark Twain regional	
7-2 Thomas Jefferson branch	E. Warren and Outer Drive
7-3 Monteith regional (to become branch)	Kercheval at Eastlawn
8-1 Benjamin Franklin branch	McNichols at Schoenherr
9-1 Elisabeth Knapp branch	Conant near Davison
9-2 Laura Ingalls Wilder branch (Leased quarters)	Seven Mile and Concord
9-3 Abraham Lincoln branch	Seven Mile at Cardoni
10-2 Sherwood Forest branch	Seven Mile at Santa Rosa
12-1 Redford branch	McNichols at Grand River
13-1 Thomas A. Edison branch (Leased quarters)	Joy Road and Southfield
16-2 Bowen branch	Vernor at W. Grand Blvd.

Proposed Facilities

1-2 Branch	Mack and Gratiot
2-5 Book bindery	Third and Holden
3-1 Branch	In proposed community center in vicinity of Dexter and Collingwood
3-3 Branch	Grand River and W. Grand Blvd.
6-1 Branch	In proposed community center in vicinity of Mack and McClellan
7-4 Branch	Harper and Dickerson
8-2 Branch	Moross and Beaconsfield
10-3 Branch	Seven Mile and James Couzens
10-4 Branch	Wyoming and James Couzens
11-1 Regional	In proposed community center in vicinity of Grand River and Greenfield
12-2 Branch	Evergreen and Outer Drive
12-3 Branch	Seven Mile and Southfield
14-1 Branch	In proposed community center in vicinity of Grand River and Plymouth
14-2 Branch	Joy Road and Schaefer
15-1 Branch	In proposed community center in vicinity of McGraw and Livernois
16-3 Branch	Vernor Highway and Springwells

To be Discontinued

1-5 Book bindery	Municipal garage
3-4 Richard branch	Grand River at Stoepel
4-3 Duffield branch	W. Grand Blvd. at Dunedin
6-3 Butzel branch	E. Grand Blvd. at Harper
6-4 Gray branch	Field at Agnes
6-5 Walker branch	Mack at Montclair
11-2 Monnier branch	Grand River at Schaefer
12-4 Roger Williams branch	Fenkell at Burt
15-2 Lothrop branch	W. Grand Blvd. at Warren
15-3 Conley branch	Martin at Michigan
16-4 Campbell branch	Fort at Rademacher

DEPARTMENT OF HEALTH

Public Service Facilities

and milk inspection and environmental sanitation which includes housing, rat control and industrial hygiene.

The Department of Health operates two hospitals for emergency care, two hospitals for the isolation and treatment of communicable diseases, including tuberculosis, and for obstetrical patients. It also maintains public clinics for the diagnosis of tuberculosis and venereal disease. For the former the department has x-ray units and other public facilities at Herman Kiefer Hospital, Brewster Homes, Receiving Hospital and at the central administrative offices.

The Social Hygiene Clinic is located at 555 Clinton Street, near Receiving Hospital and the medical college.

The general preventive medical program which incorporates community health organization, diagnostic medical services and nursing services is operated from the district health centers. The district health center acts as administrative headquarters for the public health nurses and the nutritionists, and it is from here that the nurses proceed to make their home calls and visits to schools.

At certain of the centers there are prenatal and well-baby clinics. The centers also serve as community facilities for health education classes.

FACTORS GOVERNING LOCATION

Herman Kiefer Hospital is located near the geographic center of the City of Detroit and is devoted to the treatment of tuberculosis, communicable diseases and obstetrical patients.

The William H. Maybury Sanatorium is located near Northville, Michigan, twenty-two miles outside the City of Detroit, and is devoted to the care of tuberculosis cases of all types, with emphasis upon the care of tuberculosis in children.

The Herman Kiefer Hospital, the Receiving Hospital, the William H. Maybury Sanatorium, the Gratiot Avenue Health and Teaching Center, the new Northwest Health Center, the Brewster X-Ray Clinic and the Northwest Health Center are permanent facilities.

The Health Department believes that five strategically located health centers can give the city convenient and economical administrative health facilities. A sixth center for the northeast section of the city may be necessary if there is a substantial increase in development and a corresponding increase in the case load. Because of the close relation-

ship of health center services with other public services, sites for the new health centers have been selected in the centers for community civic groups wherever possible.

CORRELATION WITH OTHER ASPECTS OF THE MASTER PLAN

One existing and two proposed locations for district health centers are within sites designated for community civic groups. The location for the central west side is the Herman Kiefer Hospital site where it is suited to health center use.

EXPLANATION OF THE MAP

Permanent locations for the various functions of the Department of Health are shown in purple on the accompanying map. Existing facilities are shown in dark purple, while proposed facilities are shown in light purple. The functions within each location are indicated by letters in accordance with the legend on the map.

Sites to be discontinued include facilities in temporary or obsolete quarters which are to be replaced in the ultimate plan.

THE PLAN

To be Retained

1-3	Gratiot health and teaching center	Gratiot and Pulford
1-4	Brewster X-Ray clinic	Hastings
1-5	Receiving Hospital	St. Antoine and Clinton
4-2	Herman Kiefer Hospital and health center	Taylor and Hamilton
9-2	Northeast health center	Charles and Buffalo
11-1	Northwest health center	Greenfield and Grand River
12-1	Redford Branch Receiving Hospital	Grand River and McNichols

Proposed Facilities

1-2	Main administrative office	County-City Office Building
1-5	Social hygiene clinic	Receiving Hospital addition
8-1	Northeast health center	Gratiot and McNichols
15-1	Southwest health center	McGraw and Braden

To be Discontinued

1-2	Main office	Jefferson and Bates
1-5	Social hygiene clinic	Clinton and Beaubien
15-2	Michigan Avenue health center	Rich and 35th
16-2	Delray health center	McMillan and Lansing

FUNCTIONS OF THE DEPARTMENT AND FACILITIES REQUIRED

The Detroit Department of Health promotes and carries on an over-all program of public health in which are included inspection services, food and environmental sanitation, a community educational program in public health, a preventive medical program and treatment services for certain types of communicable diseases and tuberculosis.

The central administrative offices of the department direct food

DEPARTMENT OF PUBLIC WELFARE

Public Service Facilities

served, on or near a major thoroughfare, and convenient to public transportation. It is desirable to have the district office in a community civic group near other district administrative offices.

CORRELATION WITH OTHER ASPECTS OF THE MASTER PLAN

General locations for the central, east and west side welfare district offices were found within sites designated for minor civic groups.

EXPLANATION OF THE MAP

The ultimate plan for location of Department of Public Welfare facilities is shown in purple on the accompanying map. Dark purple circles indicate existing facilities to be retained. Light purple circles indicate the general locations of proposed new facilities. Letters indicate the functions to be carried on within each site in accordance with the legend on the map.

Sites to be discontinued include facilities in obsolete quarters or in locations which will no longer be needed to serve their areas.

FUNCTIONS OF THE DEPARTMENT AND FACILITIES REQUIRED

The Department of Public Welfare has the responsibility for a variety of public assistance and related activities of the city government: emergency aid and continuing assistance for persons not provided for under state and federal programs, and emergency shelter.

Because of the fluctuating volume of the public assistance case load, administration of these services has been carried on through a varying number of temporary district offices. The Department now proposes to build three permanent district office buildings to handle its basic load; one centrally located, one for the east side and one for the west side.

REQUIREMENTS AND STANDARDS

The site for a district welfare office to provide space for an office building, parking, and landscaping should contain approximately 30,000 square feet of land. It should be central to the area to be

THE PLAN

To be Retained		
3-2	Angell nursery day care center	8323 Holmur
3-3	Thirkell nursery day care center	7724 Fourteenth
5-2	Trombly nursery day care center	7630 Harper
10-2	Custer nursery day care center	15531 Linwood
15-2	Ellis nursery day care center	5611 Rich
16-2	Fort central intake office	Fort and Watterman
16-3	Emergency shelter	1040 Scotten
Proposed Facilities		
1-2	Main administrative office	County-City Office Bldg.
2-2	Central district office	Canfield and Woodward
5-1	East side district office	Harper and Van Dyke
15-1	West side district office	McGraw and Livernois
To be Discontinued		
1-5	Central Office	E. Jefferson and Randolph
1-6	Employment and disbursement	Larned and St. Antoine
2-5	Fifteenth district welfare office	Grand River and Warren
6-3	Lemay district welfare office	E. Vernor and St. Jean

POLICE DEPARTMENT

Public Service Facilities

Since the Mounted Division patrols the downtown area, assists in moving traffic and patrolling special events, it needs to be centrally located. The Harbormaster's Division patrols the Detroit River. For this purpose it is located on Belle Isle.

The auto and dog pounds are located in non-residential districts as near as possible to the center of the city. For convenience they are near thoroughfares and public transit.

CORRELATION WITH THE MASTER PLAN

While the people of a community have more frequent day-to-day contacts with such activities as the schools, the libraries and recreation centers, the Police Department is also one of the public service organizations which for general convenience should be grouped with other public service and administrative offices. In the Master Plan precinct headquarters have been incorporated in community civic groups where other conditions could be satisfactorily met.

Difficulties of coordination with the Master Plan arose both from the greater incidence of crime in older areas, and from the fact that several new precinct stations, well located to meet the functional needs of the Department, were not adaptable to such boundary revisions as would be involved in the community plan.

Three existing precinct stations are located in or near sites designated for public building groups, and four locations of proposed precinct stations are in sites designated for community civic groups.

There were serious obstacles to integration of other precinct headquarters in groups of public buildings. Five relatively modern stations, well located to serve the functional requirements either in station locations or in the percincts which they serve. Because of the wide variations in precinct and community boundaries, it was also found impossible to locate four other new stations in public building groups.

EXPLANATION

Police Department facilities to be in use when the reorganization is completed are shown in purple on the accompanying map. Facilities now in use or under construction are shown in dark color, while proposed sites are shown in light purple. The sites to be dis-

continued consist of stations in obsolete quarters which will be replaced as more efficient modern structures can be constructed.

THE PLAN

To be Retained

1-5	Headquarters and First precinct station	Beaubien and Clinton
2-1	Eighth precinct station (Grand River)	Grand River and Twelfth
2-2	Thirteenth precinct station (Woodward)	Woodward and Hancock
5-2	Fifteenth precinct station (Conner)	Gratiot and Conner
6-6	East Side radio station	Belle Isle
6-6	Harbormaster division	Belle Isle
6-7	Belle Isle precinct station	Belle Isle
6-8	Auto pound	St. Jean and Freud
9-1	Eleventh precinct station (Davison)	Davison and Conant
10-2	Twelfth precinct station (Palmer Park)	Woodward in Palmer Park
14-2	Fourteenth precinct station (Schaefer)	Schaefer and Grand River
14-3	West side radio station	Elmira and Iris
15-1	Sixth precinct station (McGraw)	Martin and McGraw
16-2	Second precinct station (Trumbull)	Vernor and Twenty-first
16-3	Fourth precinct station (Fort)	Fort and Green
16-4	Dog pound	Twenty-fourth and W. Jefferson

Proposed Facilities

1-1	Third precinct station	In proposed community civic group at Gratiot and McDougall
1-6	Mounted division and horsebarn	Beaubien and Milwaukee
3-1	Tenth precinct station	In proposed community civic group at Dexter and Lawrence
4-1	Ninth precinct station	In proposed community civic group at Woodward and Clairmount
6-2	Fifth precinct station	East Vernor and St. Jean
6-3	Seventh precinct station	E. Grand Blvd. and McDougall
12-1	Sixteenth precinct station	In proposed community civic group at Grand River and McNichols

To be Discontinued

1-3	Third precinct station (Hunt)	Dubois and Hunt
1-4	Seventh precinct station (Chene)	Chene and Canfield
1-7	Auto pound	Clinton and Russell
2-3	Second precinct station (Trumbull)	National and Pine
3-2	Tenth precinct station (Petoskey)	Petoskey and Joy Road
4-2	Ninth precinct station (Bethune), Mounted division and horsebarn	Custer and John R
6-4	Fifth precinct station (McClellan)	McClellan and Amity

FIRE DEPARTMENT PLAN *Public Service Facilities*

FUNCTIONS OF THE DEPARTMENT AND FACILITIES REQUIRED

The Detroit Fire Department has the responsibility of providing fire protection for all parts of the city.

The Department now operates 51 engine companies, 31 ladder companies, five rescue companies, a high pressure pumping station, a fireboat and incidental dock and quarters, a training school, a telegraph system, a repair shop and a pole yard.

FACTORS GOVERNING LOCATION OF FACILITIES

The plan of Fire Department locations was developed to meet functional standards established by the National Board of Fire Underwriters, and to meet the principles established for the Master Plan.

Coverage

Three types of districts with different coverage requirements are designated by the underwriters, namely: scattered residential, closely built residential and high value. The underwriters establish the following maximum travel distance for each:

Type of District	Engine Companies	Ladder Companies
Scattered residential	3 miles	3 miles
Closely built residential	1½ miles	2 miles
High value	¾ miles	1 mile

Land Use

Locations have been selected where the establishment of a fire company would be appropriate to the future development of the area as provided in the proposed Land Use Plan. These locations are generally business thoroughfares, fringes of business areas in industrial areas, fringes of park or playfield areas or community centers.

Stations have not been placed in quiet residential areas, nor adjacent to hospitals, churches, schools or other locations where their operation would be detrimental. Neither have stations been located in the center of intensively developed commercial areas or near large places of public assembly where concentration of traffic would impede the proper operation of the various units.

Major Thoroughfares

To minimize traffic hazards and to facilitate direct and quick access to fires, locations at or near intersections of major thoroughfares are desirable. Stations have also been located just off major thoroughfares, on business or industrial streets.

Expressways and Other Barriers

Consideration has been given to the effect that the construction of a proposed expressway may have on routing of fire equipment from a proposed location since the expressway may only be crossed at major or secondary thoroughfares. Other barriers, such as existing or proposed major parks, large industrial developments and railroads, all of which affect routing of fire apparatus, were also weighed in choosing locations.

CORRELATION WITH OTHER ELEMENTS OF THE MASTER PLAN

Where possible, the fire company has been housed near some other municipal facility such as a police station.

EXPLANATION OF THE MAP

Sites of permanent facilities of the Fire Department are shown in purple on the accompanying map. Existing stations are designated by means of dark purple circles, while new facilities are designated by light purple circles. The type of facility at each station is indicated by a letter in accordance with the key on the legend. Sites to be discontinued include both obsolete quarters to be abandoned and locations where certain functions are no longer required because of changes in the city.

Existing stations which will be discontinued are shown by black circles.

THE PLAN		
<i>To be Retained</i>		
1-1	Engine company	Gratiot and Grandy
1-5	Engine company	E. Grand Blvd. and Moran
1-6	Ladder company	Milwaukee and Riopelle
1-8	Telegraph station	Hastings and Macomb
1-9	High pressure pumping station and fire boat	Foot of Randolph Elmwood and Fort
1-10	Engine company	
1-11	Engine and ladder company	Mt. Elliott and Sylvester
2-1	Headquarters, engine, ladder, rescue and high pressure companies	Wayne and Larned
2-2	Engine, ladder and rescue company	Alexandrine between Cass and Second
2-3	Engine and ladder company	Second and Burroughs
2-4	Engine and high pressure company	Bagley and Sixth
2-5	Ladder company	Lafayette and Tenth

2-6	Engine and ladder company	Montcalm near Park
2-7	Engine and ladder company	Vinewood and W. Grand Blvd.
3-1	Engine and ladder company	Linwood near Calvert
3-2	Engine and ladder company	Twelfth and LaBelle
3-4	Engine and ladder company	West Chicago and Livernois
4-2	Engine and ladder company	Kenilworth east of Woodward
4-3	Engine company	Byron and Taylor
5-2	Engine and ladder company	Miller and Helen
5-3	Engine company	Grace and Knodell
6-2	Engine and rescue company	Warren and Rohns
6-3	Engine and ladder company	Crane and Brinket
6-5	Ladder company	Shoemaker and French Road
6-6	Engine company	St. Jean north of Mack
6-7	Engine company	Jefferson and Hart
7-2	Engine and ladder company	Coplin north of Jefferson
7-3	Engine and ladder company	Manistique and Warren
8-2	Engine and ladder company	Houston near Gratiot
8-3	Engine company	Whittier and Lake Pointe
8-4	Engine company	Hoover and Manning
9-2	Engine and ladder company	Mt. Elliott and Davison
9-3	Engine company	Davison and Goddard
9-4	Engine company	Ryan and Hildale
9-5	Engine and ladder company	Seven Mile Road and John R
10-2	Engine and ladder company	Livernois and Curtis
11-1	Engine and ladder company	Greenfield and Fenkell
11-2	Engine Company	Curtis and Fenmore
12-1	Engine and ladder company	Grand River and Trinity
12-2	Engine company	Burt north of Schoolcraft
13-1	Engine and ladder company	Joy Road and Ashton
14-2	Engine company	Grand River and Manor
15-1	Ladder company	McGraw and Martin
15-2	Engine company	W. Grand Blvd. and Cobb
15-3	Engine company	Livernois and Walton
15-4	Engine and ladder company, training and pole yard	Warren and Lawton
15-5	Engine company	Michigan near Military
16-2	Engine and ladder company	Junction and Rogers
16-3	Engine company	Eighteenth near Howard
16-4	Engine and ladder company	Lafayette and Lawndale
16-5	Engine company	W. Jefferson and Solvay
16-6	Engine company	Central and Dix
16-7	Engine company	Bayside and Saunders

<i>Proposed Facilities</i>		
1-6	Engine company	Milwaukee and Riopelle
1-7	Engine, ladder and high pressure company	St. Antoine and Lafayette
1-12	Engine and ladder company, repair shop and supply department	Russell and Hancock
3-2	Rescue company	Twelfth and LaBelle
8-2	Rescue company	Houston near Gratiot
10-3	Engine company	Meyers near Florence
11-1	Rescue company	Greenfield and Fenkell
15-5	Rescue company	Michigan near Military

<i>To be Discontinued</i>		
1-2	Engine company	Russell and Ferry
1-3	Ladder company, and repair shop	Russell and Erskine
1-4	Engine and high pressure company	Vernor near Hastings
1-10	Ladder company	Elmwood and Fort
1-13	Engine and ladder company	Riopelle and Larned
10-2	Rescue company	Livernois and Curtis
15-4	Supply division	Warren and Lawton

ELECTION COMMISSION

Public Service Facilities

Although the Commission establishes temporary registration offices in outlying districts prior to major elections, it utilizes schools and other public or private buildings for this purpose, so that no permanent buildings of its own are required.

For each election, the Commission must provide a polling place for each of the city's 1,419 voting districts or precincts. Frequently there are schools or public buildings in convenient locations where the polling places can be established. For the balance of the precincts, the Commission must provide its own booths.

Storage of booths, furniture and other equipment when not in use requires the only permanent facilities of the Commission. For this storage the Commission now maintains two storage yards, on the east and west sides. As the voting load shifts to outlying areas, there will be a larger number of voting places necessary to give these areas adequate coverage. To meet this need the Commission believes that a third storage yard in the north central part of the city will be necessary.

FACTORS GOVERNING THE LOCATION OF FACILITIES

Convenience and accessibility of storage yards require that they should be located near major thoroughfares central to the areas which they serve. Since other departments also maintain storage yards which are also district work headquarters, there is some advantage in having election commission storage in or near these yards.

As with other storage yards, it is desirable for aesthetic reasons and for traffic control to embed yards in industrial corridors outside residential neighborhoods.

EXPLANATION OF THE MAP

The map of the Election Commission's facilities shows locations of three storage yards. Two existing yards are shown by dark purple circles and a proposed yard is shown in light purple.

FUNCTIONS OF THE DEPARTMENT AND FACILITIES REQUIRED

The Election Commission conducts all regular and special elections, and maintains a permanent file of registered voters.

Permanent registration offices and files are maintained in the City Hall and will be transferred to the County-City Office Building.

THE PLAN	
<i>To be Retained</i>	
6-6 Eastern yard	Conner and St. Jean near D.P.W. St. Jean Yard
13-5 Western yard	Southfield and PMRR in D. P.W. Southfield Yard site
<i>Proposed Facilities</i>	
9-3 Northern yard	In the vicinity of the D.P. W. State Fair Yard

DEPARTMENT OF PUBLIC WORKS

Public Service Facilities

FUNCTIONS OF THE DEPARTMENT AND FACILITIES REQUIRED

The Department of Public Works has the most varied functions of the municipal departments, ranging from collection and disposal of refuse, maintenance and repair of municipal buildings, paving and maintenance of streets, construction and maintenance of sewers, to maintenance of city-owned motor vehicles.

For these functions it operates pumping stations, back water gates, yards, district headquarters, garages, incinerators, asphalt plant and a central maintenance headquarters.

FACTORS GOVERNING LOCATION OF FACILITIES

While each of the facilities of the Department has its special location requirements, most of them have certain common characteristics. They are generally utilities to serve designated residential and commercial areas. They are frequently storage yards for machinery and supplies, and very seldom locations to which citizens come for service.

For both convenience and aesthetic reasons they are best located along the boundaries of residential areas to be served, on major thoroughfares and where possible on railroad spur tracks. In Detroit's Master Plan, they are therefore located as much as possible within industrial corridors.

Location of some facilities such as *pumping stations* and *back water gates* is determined almost entirely by the engineering requirements of the system. Operation of pumps produce some noise in the immediate vicinity so that residential and concentrated business areas should be avoided. Otherwise these facilities may be housed in small structures architecturally in harmony with their surroundings.

Yards for storage of material and equipment should generally be located on or near a major thoroughfare and railroad spur track. A six acre site is large enough for a combined site for the divisions of sewers and street construction and maintenance. The Master Plan attempts to coordinate these functions in single yards where possible.

Several functions of the Department are incidental to its street construction and waste removal activities. These include operation of an *asphalt plant*, and four *incinerators* and *garages*. Departmental operations can be handled most efficiently, with a minimum of cross haul, where these incidental activities are coordinated within the major yards. Since the operation of asphalt plants and incinerators is essentially industrial in character, it is essential that they be located deep within industrial corridors.

Administration of the Department of Public Works operations also requires office space to which administrative personnel and *district* and *section* headquarters men report. In the past there have been a number of section and district headquarters separated from the yards. The Master Plan calls for consolidation of seven of these separate headquarters within major yards.

EXPLANATION OF THE MAP

Ultimate permanent locations for the various functions of the Department of Public Works are shown in purple on the accompanying map. Existing facilities are shown as dark purple circles, while proposed facilities are shown in light purple. Letters indicate the type of facility in accordance with the legend on the map.

Facilities to be discontinued include both obsolete quarters and facilities to be eliminated for the purpose of more economical operation of the Department.

THE PLAN

To be Retained		
1-3	Municipal garage	Jefferson and Chene
1-4	Eastern yard, division of sanitation headquarters, incinerator, separation and rehaul station and garage	1550 Erskine
1-6	Central maintenance	Leib and Wight
2-4	Western yard and asphalt plant	Michigan and Nineteenth

2-5	West central district headquarters	837 Jones
5-4	French Road yard, asphalt plant and garage	French Road and DTRR
6-5	Hern yard	Hern and Springfield
6-6	St. Jean yard, district headquarters and incinerator	St. Jean and DTRR
6-8	Fairview pumping station	Foot of Fairview Avenue
6-9	Belle Isle pumping station and treatment plant	Belle Isle
7-2	Blue Hill pumping station	Blue Hill and Mack
7-4	Fox Creek back water gates	Jefferson and Ashland
7-5	Clairpointe pumping station	East Jefferson and Clairpointe
9-3	John R and State Fair yard and district headquarters	John R and State Fair
12-5	Puritan pumping station	Puritan and Rouge River
13-5	Southfield yard, district headquarters and garage	Southfield and PMRR
13-6	Warren-Pierson pumping station	Warren and Pierson
13-7	Ford Road pumping station	Southfield and Ford Road
14-5	Northwest yard, sanitation district headquarters, incinerator and garage	Davison and DTRR
15-5	Dover yard	Livernois and Dover
16-5	Twenty-fourth Street yard, district headquarters, incinerator and garage	Twenty-fourth and West Jefferson
16-11	Hubbell pumping station	Ford Road and Asbury Park
16-7	Miller Road back water gate	Miller Road and Dearborn city limits
16-9	Oakwood pumping station	Liddesdale and Sanders
Proposed Facilities		
6-6	Garage	St. Jean and D.T.R.R.
7-6	Freud pumping station	Freud and Clairpointe
9-3	Northern sanitation district headquarters	151 W. State Fair
13-5	Incinerator	Southfield and PMRR
16-8	Southwest yard	Fort and Schaefer
16-10	Southwest sanitation district headquarters	Lonyo and Southern
To be Discontinued		
1-5	Woodbridge headquarters	17 E. Woodbridge
2-2	Main office and central accounting	City Hall
2-3	Temple headquarters	Sixteenth and Temple
2-7	Holden headquarters	1047 Holden
2-8	Southwest district headquarters	3545 Vinewood
6-2	Southeast district headquarters	Baldwin and Gratiot
7-3	Cadieus-Mack pumping station	Cadieus and Mack

DEPARTMENT OF WATER SUPPLY

Public Service Facilities

The *water supply intake, filtration plants, pumping stations, elevated storage tanks, storage yards, and sewage treatment plant* operated by the Department are utilities which operate without need for public access. They are appropriately located in industrial corridors away from residential districts. Encroachment of some existing facilities into residential areas introduces little traffic or noise, but tanks are frequently visible for a considerable distance.

The administrative and engineering divisions in the Water Board Building are the only functions of the Department requiring public access. Since satisfactory arrangements have been made for collection of water bills through banks and other private local stations, the Department does not intend to establish its own branch collection offices.

FACTORS GOVERNING LOCATION OF FACILITIES

The city now operates two complete *waterworks plants* with a third proposed in the future.

Five elevated *storage tanks* act as reservoirs and pressure regulators. Tanks may be placed on areas as small as one-half acre. Possible locations for both filtration plants and tanks are generally prescribed by the engineering requirements of the system. Within the limit set by engineering requirements, the facilities should be located in industrial corridors, or placed so that their visibility may be minimized by landscaping.

Storage yards to provide space for water pipe, gates, valves, and pipe laying equipment are needed in central, northern, eastern and western sections of the city. Approximately six acres are required for each. Since these yards are for storage and for headquarters of construction and maintenance crews and equipment, they should be on major thoroughfares and convenient to public transportation. Because of their characteristics it is especially important to have them in industrial corridors.

CORRELATION WITH OTHER ASPECTS OF THE MASTER PLAN

Since the water system has been developed around certain existing facilities which are relatively permanent and satisfactory, there is little prospect of change in the existing major facilities. Changes which might be made additional will be to service new areas or new loads.

All facilities, however, were reviewed for conformity with the Master Plan. Although the surge tank station on Fischer Avenue, north of Jefferson, the Northwestern water tank, at Trojan and Winthrop, and the Redford water tank, at Bennett and Five Points, are located in residential areas, no influence retarding development of the surrounding neighborhoods was found.

The Northeast Booster Station, a new facility whose location was determined during the development of the plan, is located in an industrial belt along the Pere Marquette Railroad.

The Northern Yard is in the proposed line of Hastings-Oakland Expressway, but no decision on a new location will be made until the expressway route is precised.

With the exceptions noted in the previous sections, Department of Water Supply facilities are located in industrial corridors or heavily landscaped in park areas.

EXPLANATION OF THE MAP

Existing facilities are shown in purple on the accompanying map. Types of facilities are distinguished by letter in accordance with the key on the legend.

THE PLAN

To be Retained

1-5	Administrative building	Randolph, Bates and Farmer
1-6	Central yard	Orleans and Erskine
6-1	Water supply intake	Belle Isle
6-5	Surge tank	Fischer and Jefferson
6-6	Water Works Park (Complete water works plant)	Jefferson and the Detroit River
7-5	Eastern yard	St. Jean and Hern
9-4	Northeast booster station and reservoir	Eight Mile Road near Conner
9-5	Northern yard and storage tank	State Fair and John R
11-5	Northwestern water tank	Trojan and Winthrop
12-5	Redford water tank	Bennett and Five Points
13-5	Plymouth water tank	In Rouge Park at Plymouth
14-5	Western yard	Fullerton and DTRR
14-6	Springwells complete water works plant	West Warren and DTRR
15-6	Dearborn water tank	Telegraph and MCRR
16-5	Sewage treatment plant	West Jefferson and River Rouge

Proposed Facility

9-4	Complete water works plant at Eight Mile Road near Conner
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FUNCTIONS OF THE DEPARTMENT AND FACILITIES REQUIRED

The Department of Water Supply operates facilities to purify and distribute water, and for treatment and disposal of sewage.

PUBLIC LIGHTING *Public Service Facilities*

FUNCTIONS OF THE DEPARTMENT AND FACILITIES REQUIRED

The Public Lighting Commission owns and operates a complete electric utility system including the street lighting system of the City of Detroit. It furnishes electricity for street lighting, public buildings, water and sewage systems, street railways and publicly-owned housing projects. In addition to these facilities, the Department provides heat for certain municipal buildings.

FACTORS GOVERNING LOCATION OF FACILITIES

There are three kinds of substations operated by the Public Lighting Commission: lighting, switching and railway. For economy in operation the different types of substations should be grouped where possible on one site.

The *lighting substations* transform from 24,000 volts to 2,300 or 6,900 to serve public buildings and street lighting requirements. While existing equipment is generally housed in buildings, part of the new installations are placed in open yards surrounded by a high fence. Operation of the plant is noiseless, and there is no storage yard. It must be near the center of a service area of approximately seven square miles.

Four *switching substations* operate as center points between the large cables from the power-station and the power lines to local services. There is no storage; equipment is enclosed and the operation is practically noiseless.

Railway substations provide 600 volt direct current power to the street railway system. There is no storage, equipment is enclosed and is practically noiseless.

All substations must be near main conduit lines and central to the area of lines to be served. Each station requires approximately 10,000 square feet, which may be reduced when combined with other substations.

Since substations are utilities which need not be accessible to the public, they should be placed in industrial or other non-residential areas as much as the engineering requirements of the system permit. Where they must be placed in residential areas the most serious influence is the visual effect which may be screened by landscaping.

Location requirements of *power and heating* plants are limited

by the space needed for shipment and storage of coal. Because of the objectionable features of their operation, they should be placed in industrial corridors, or where their influence can be minimized.

The *Mistersky Power Plant* is located on the river where it has dock facilities, railroad accommodations and service roads occupying approximately 10 acres.

Heating plants must, of course, be near the buildings which they are to serve, but should be accessible to thoroughfares and so placed as to minimize the objectionable features.

The Public Lighting Commission operates a storage yard on the west side and the warehouse and shop are near its administration building. An additional east side storage yard will probably be needed in the future. Since yards require approximately three acres for storage of poles, standards, transformers, and also space for shop and garage buildings, they should be placed in industrial corridors.

CORRELATION WITH OTHER ASPECTS OF THE MASTER PLAN

Four existing substations are located in residential area. The administration building, storage building and a lighting station are located in the designated Civic Center. All these facilities are scheduled for gradual relocation.

Six substations in residential areas are either located at the fringe of industrial or commercial buildings where they serve as transitional uses or in areas so mixed that their presence is not incompatible. Their continuation in these sites is considered satisfactory.

Remaining Public Lighting Commission facilities are appropriately located in non-residential areas.

EXPLANATION OF THE MAP

Permanent facilities of the Public Lighting Commissions are shown in purple on the accompanying map. Proposed facilities are distinguished by light purple circles, while existing facilities are shown in dark purple. The letters indicate the type of facility in accordance with the key on the legend.

Facilities in obsolete quarters or in locations where they will eventually not be required are listed as to be discontinued and identified by black circles.

THE PLAN

To be Retained

1-3	Mullett heating plant	Mullett between Hastings and St. Antoine
1-7	Hudson lighting station	Palmer and McDougall
1-10	Ludden railway and switching station	Ludden and Gratiot
2-5	Warren railway station	Warren and Fourteenth
2-6	Porter railway and switching station	Third and Porter
3-4	Joy Road railway, lighting and switching station	Lawton and Joy Road
3-5	LaBelle railway and lighting station	Ewald Circle and Livernois
4-4	Custer and Butzel railway, lighting and switching station	Custer and Beaubien
4-5	Woodward Terminal railway station	Second north of LaBelle
5-4	Leesville railway station	Gratiot and Conner
6-5	McCurdy lighting station	Mack and Beals
6-6	Belle Isle lighting station	Gratiot and Conner
7-4	Philip lighting station	Philip and Mack
7-5	St. Jean yard	St. Jean and Shoemaker
9-4	Joseph Campau lighting station	Joseph Campau and Victoria
10-5	Palmer Park lighting station	Woodward and Covington
11-2	Greenfield railway and lighting station	Greenfield and Grand River
13-4	Montrose railway and lighting station	Warren and Montrose
13-5	Southfield yard	Capital and Penrod
14-5	Turner railway station	Grand River and Turner
15-2	Stanton lighting station	Warren and Lawton
15-3	Bangor railway station	Bangor and Jackson
15-4	Walton railway station	Warren and Walton
15-5	Wyoming railway station	Wyoming and Michigan
16-3	Vernor railway station	Vernor and Livernois
16-5	Mistersky power plant	W. Jefferson and Morrell
16-6	Stone lighting station	Stone and Woodmere
17-6	Schaefer railway station	Schaefer and MCRR

Proposed Facility

1-1	Administrative offices	lighting and building service station for the Civic Center
1-11	Railway and lighting station	Maple and Russell
2-6	Porter lighting station and storage building	Porter near Third
2-7	Canfield lighting and railway station	Canfield and Woodward
3-5	LaBelle switching station	Ewald Circle and Livernois
8-2	Northeast lighting station	Kelly and Stockwell
9-5	Antwerp lighting station	Seven Mile Road east of Van Dyke
12-1	Redford lighting station	Grand River and McNichols
15-4	Walton lighting station	Warren and Walton

To be Relocated or Discontinued

1-2	Administration building, storage building and lighting station	Atwater and Bates
1-4	Mullett railway station	Mullett and Rivard
1-5	Riopelle railway station	Riopelle and Atwater
1-8	Trombley railway station	Trombley and Dubois
1-9	Benson pole yard	Benson near Elmwood
6-4	Townsend railway station	Townsend and Lafayette
16-4	Lothrop lighting station	Newberry and Campbell

BUREAU OF MARKETS

Public Service Facilities

poultry and other products, under inspection and supervision.

Sales are permitted at wholesale or retail. To a limited extent and in designated places sales by dealers are also permitted within the public markets.

To meet the needs of sellers and buyers on the market, the Bureau of Markets provides platforms for sellings, stalls large enough to accommodate trucks and paved parking area for the buyers.

FACTORS GOVERNING THE LOCATION OF PUBLIC MARKETS

During the selling hours the public markets attract many trucks of sellers and buyers, and private automobiles of people buying at retail. The markets should be accessible by major thoroughfares with capacity for a large volume of traffic movements.

Although the present market sites require farmer producers to travel into the heart of the city, the existing markets have been so long established in their present locations that these sites have been adapted to their needs.

The Eastern and Western market areas have both attracted related wholesale and slaughtering activities.

Vernor Highway was widened across town a number of years ago to handle cross traffic between railroad terminals, stockyards and the market area.

RELATION TO THE MASTER PLAN

The Eastern market lies within a light industrial belt. The area generally is considered suitable for redevelopment for wholesale, warehouse and commercial purposes.

The Eastern and Western markets are considered permanent facilities which are not in themselves incompatible with the surrounding areas.

The Chene-Ferry market is a smaller market located within a residential area where the traffic and general market activities would not normally be considered desirable. Its continuance depends upon the future demand for a public market within its service area.

FUNCTION OF THE MARKETS AND FACILITIES REQUIRED

The Department of Purchases and Supplies operates three public farmers markets. The markets are provided by the city as places where farmer producers may sell their fruits, vegetables, meats,

THE PLAN		
<i>To be Retained</i>		<i>To be Discontinued</i>
1-6	Eastern Market	1-7 Chene-Ferry Market
2-4	Western Market	